

GLARING LIGHTS HARD ON NERVES

Driving at Night Along
Busy Country Road
Tests Disposition

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The greatest known test on a good disposition is when that good disposition is inside the driver of an automobile and the car is out on a country road at night meeting hundreds of machines whose drivers do not have the courtesy to dim their lights. There is no discomfort in driving to beat being constantly blinded by the glare of powerful lights of a car approaching from the opposite direction. In all walks of life there are the considerate and the inconsiderate. But the latter are more conspicuous when they drive automobiles at night. They consider it too much trouble to be constantly dimming their lights, when the machines they meet are numerous. Consequently they get out of the habit altogether, even when they meet cars on the road only occasionally.

What these drivers overlook is the jeopardy in which they put their own lives, for if a driver who is approaching a car with the lights blinding him so that he cannot tell where he is going, he may turn to the right, turn turtle in the ditch and be either killed or seriously hurt. On the other hand, this blinded driver may turn to the left and crash into the approaching machine, causing no end of havoc to it and its occupants.

DRIVER LOSES CONTROL
An experience of this kind recently came to my attention. The blinded driver lost control of his car. It swerved across the path of the machine with the powerful lights. There was a crash and both cars were much the worse for the collision. The driver of the bright-eyed car, threatened with the other for damages, he learned, however, that the court would be most likely to consider him the guilty party and was glad to let the matter drop. Each driver paid for the damages on his own car.

The law about lights is slightly different in different states. However, it usually calls for the use of an approved lens. There are many machines on the road that are not equipped with approved lenses, and there are others which have them that are a menace to life and limb nevertheless. Some of the approved lenses may turn around in the lamp so that the light action is not what it ought to be. Many drivers are responsible for a nuisance without being aware of it.

WRONG FOCUSING.
The electric lighting system of an automobile is generally of the form in which the current is obtained from a battery which is kept charged by a dynamo. The main lights of a system are two large white lights in front, which are supposed to deflect the beams of light to the ground, the theory being that a strong stream of light will not reach the height of the eyes of the driver of another car, or even of a pedestrian who may be walking on the highway.

While lenses may accomplish this desirable result if the bulb is focused properly—that is, the right distance from the reflector—its position is made adjustable so that the light can be focused in several directions. The vibration of a car might jar the light out of focus on some cars, or the light might be focused wrong by an inexperienced or incompetent driver.

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Another light in the system is the red tail light. It is now possible to throw the word "stop" on a red tail light, which in the night gives the warning to those following that the car is slowing down, as the extended hand gives such a warning in the daytime. Some cars are also equipped with two extra side lights in front for use in city driving, where the regular large lights are not needed.

STYLES IMPROVING.
Manufacturers are constantly improving the styles of lamps. But on account of the different laws in various states they often provide a lens which is mostly plain glass. This makes it necessary in some states for the owner to get new lenses to comply with the law. It makes it desirable in many instances for the purchaser to get new lenses to forestall danger in driving.

The strongest kind of light fixtures on a car may get bent, if a car is run into, so that the beams of light point upward instead of down on the road. After such an accident the owner of a

car should carefully inspect his lights to see that they are still properly focused and pointing correctly. One reason why some drivers do not dim their lights when meeting cars is because of the number of cars on the road and the location of the dimming control switches. This condition keeps a driver constantly leaning forward to make the adjustment and detracts his attention somewhat from the driving wheel. However, when driving in the country where dimmed lights are most important the cars that are met in the night are not apt to be so numerous, but that the courtesy of dimming lights is practiced.

CITY DRIVING DIFFERENT.
Driving at night in the city is an entirely different proposition. Here the street lamps and electric signs usually give sufficient illumination, so that the driver does not need any lights on his car. Of course, to comply with the law he must keep his dimmed lights on or use side lights. If his car is equipped with them. No sensible driver will use his undimmed

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Average cost per mile of other makes of 30x3½ Fabric Tires00215

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lights except when on a country highway.

Lights should be turned on one-half hour after sundown. While the first hour after this time the lights are practically valueless, care should be exercised nevertheless to turn on the dimmed lights. The twilight period is the worst time of day for driving, for it is too light to make the lamps of any great use and too dark to see the road ahead clearly.

A spotlight, although against the law in some states, has its good points in night driving in the country. Its beams can be thrown ahead of the regular headlight beams, giving just the additional distance of illumination on the road to permit driving safely at a fair rate of speed. When meeting a car the headlights can be dimmed and the spotlight thrown to the right to illuminate the ditch on that side.

TAIL LIGHT GUIDE.
In heavy traffic the tail light of the car ahead is a good guide to the road. For the car behind to put on heavy lights would make it difficult for the driver of the car ahead. Lights that can be tilted down close to the machine are very satisfactory, especially in heavy traffic.

In going around a corner or uphill the light is bound to get in the eyes of drivers going in opposite directions when they meet. Special cars should be exercised in such places.

The most effective protection against glaring lights is a shield of opaque or translucent material placed in the left hand corner of the windshield behind which the blinded driver may hide his eyes. But better than this would be more thoughtfulness and courtesy by drivers on the country road at night.

AUTO TRADE AT FULL CAPACITY

Motor and Tire Plants'
Orders Are Exceeding
Production

The Financial Review (New York) says:
The automotive trade is now working at practically full 100 per cent capacity. Demand has temporarily outstripped stimulated output, and orders are once more accumulating. Leading motor car and tire manufacturers are adding to their working forces for the first time since the early 1920 boom period. Against the indicated over-production for estimated future needs, it is difficult to anticipate extensive upward price revisions in either of these lines, all "press agent" publicity to the contrary.

Trainload shipments of automobiles are almost trailing each other out of Michigan en route to all parts of the country. Ford alone plans to turn out a new "flivver" every 6 1-2 seconds this month to make his production schedule of 120,000. The previous high-record was 108,000 in August, 1921. Packard is booked ahead for 5 months. Buick is increasing its output schedule to 27,000 cars for the second quarter, an increase of 40 per cent over the first period. This will come within 2,000 of the record-breaking quarter of 1920. Hudson and Essex combined are making 250 cars a day with more than 10,000 planned for the second quarter. The previous peak rate was 7,000 cars in the second quarter of 1920.

Sales records of Hupp Motors increased 17½ per cent in the first three months of this year over any preceding volume in the company's history. April output will exceed 4,000 cars. Lincoln is now on a 50 cars daily schedule.

New Gray "flivvers" will come into the market the middle of next month. Orders for 200,000 of these cars are reported from all over the world, including Palestine. Is this a form of protest against Henry Ford's previous anti-Semitic activities?

Columbia Motors is making 40 cars a day, with 75 slated for June. Dori has increased from 40 to 100 cars daily. Parts plants, which beginning April were running at only 50 per cent of capacity, are now working overtime.

This concentrated over-production may shortly saturate a nearly glutted market, which, possibly by mid-summer, may be accompanied by another temporary motor trade depression. Although no very great price recessions may be anticipated, on the other hand, no extensive advances are to be looked for either. As industrial prosperity returns, that elastic limit,

the "saturation point," will again move higher. The outlook in the automotive trade is for steady activity at moderate price levels.

TWO GOOD RULES FOR SPARE TIRES

Two good rules to follow with regard to spare tires, says the United States Tire company, are to keep them covered so that they will not be subjected to sunlight, and to use each spare for a day or two every month. Sunlight has a most harmful effect on rubber, whether the weather be hot or cold. Using the spare occasionally lengthens its life for some reason that the scientists have considerable difficulty in explaining.

AUTO NOTE

When a motor has lost its sparkplugs, pump, piston slap and consequent gasoline slap of proportionate violence rendered, it is an item that the cylinders need repair.

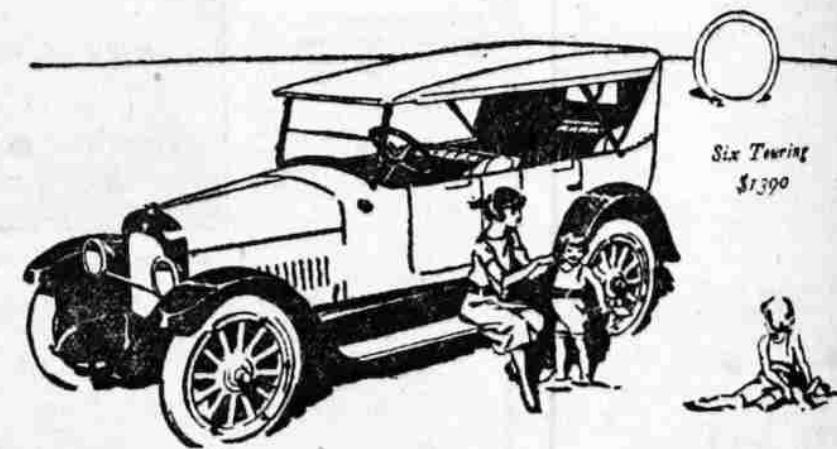
Make every preparation to inspection of the car in the event of an accident on the highway.

Selfishness causes a large percentage of accidents on the highway.

When oiling the car, spray are next in importance to the engine.

When passing other cars, night, dim the headlights to five feet away.

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